(b) The names of the private parties which came to the notice of the Ministry of Petroleum and Natural Gas for taking up activities under the Parallel marketing system have been referred to the MRTP Commission. The MRTP Commission has called for information from such parties, on perusal of the information provided by the parties, it has been found that certain parties had entered into dealership agreements and the said agreements contained restrictive clauses falling under Section 33(1) of the MRTP Act. Director General of Investigations and Registration has filed applications in respect of 12 parties before the Hon'ble MRTP Commission under Section 10(a) (iii) of the MRTP Act. Complaints of adulteration and supplying underweight cylinders by parallel marketeers have not come to notice so far.

**Alleged violation of MRTPC guidelines by LPG distributors**

1275. SHRI MOOLCHAND MEENA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that a number of companies in the approved list of parallel LPG distributors of Government have been found to have violated the MRTPC guidelines; and

(b) if so, what are the details thereof and which of the guidelines they are reported to have violated?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN SATISH SHARMA): (a) and (b) Under the Parallel Marketing System, private agencies have been allowed to import LPG, using/setting up their own facilities and distribution net-work for sale of such imported LPG at market determined prices. Individual parties do not need any permission from the Ministry of Petroleum and Natural Gas for undertaking the parallel marketing of these products However, they will have to obtain necessary approvals under the relevant Acts and Rules regarding safety, pollution control, etc. as applicable.

Names of the private parties which came to the notice of the Ministry of Petroleum and Natural Gas for taking up activities under the parallel marketing system have been referred to the MRTP Commission. The MRTP Commission has called for information from such parties, on perusal of the information provided by the parties it has been found that certain parties had entered into dealership agreements and the said agreements contained restrictive clauses failing under section 33(1) of the MRTP Act. Director General of Investigation and Registration has filed application in respect of 12 parties before the Hon'ble MRTP Commission under Section 10(a) (iii) of the MRTP Act.

**Leakage of Crude Oil from Uran LPG Project**

1276. SHRI SATISH PRADHAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that a leakage of Crude Oil took place at Uran L.P.G. Project from 15th June' 94 till the morning of the 16th June' 94;

(b) if so, what are the details in this regard;

(c) whether the pumps were not operating on 15th night;

(d) whether it is a fact that the electricity failed on that day;

(e) if so, whether the emergency light was functioning; and

(f) what action Government are going to take against the responsible officers?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN

SATISH SHARMA): (a) to (c) The oily water during various floor washings and local draining is collected in a Sump at the Uran complex. On 16-6-1994 at 02.50 hrs. the sump pump tripped due to a power dip in the MSEB grid Consequent to this the heavy rain, a minor quantity of oily water from the sump over flowed. ONGC Ltd. could restart the pump at 07.30 hrs. on the same day.

(d) Yes Sir.

(e) The sump pump system is not provided with emergency power.

(f) Since this was a minor operational upset due to a power dip in the MSEB grid, no action against ONGC Ltd., is called for.

**Modernisation of Mangalore Railway Station**

1277. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal under its consideration to modernise Mangalore railway station; if so, the details of proposals; and

(b) the amount of money likely to be spent on the modernisation?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Yes, Sir. In this regard, works of provision of a bay platform and additinoal retiring rooms and dormitory have been sanctioned at a cost of Rs. 13.50 lakh.

**Second entry gate to Delhi Railway Station on Kashmiri Gate side**

1278. SHRI O. P. KOHLI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is heavy congestion on roads in front of the Delhi Railway Station and there is no unification between the rail and road heads in Delhi;

(b) if so, whether there is any proposal under Government's consideration to open a second entry on Kashmiri Gate side to decongest the roads and to unify the rail and road heads;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) The roads on Kashmiri Gate side are narrow and congested and no space is available for creating circulating/ parking areas on this side.

**Requirement of Railway Coaches**

1279. SHRIMATI CHANDRIKA ABHINANDAN JAIN: Will the Minister of RAILWAYS pleased to state:

(a) whether the coaches in trains of the Western and Central Railways are sufficient to meet the demand of passenger traffic; and

(b) the number and types of Railway coaches demanded and actually provided to the Western and Central railways during the year 1993-94 and so far in 1994-95?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Available coaches on Central and Western Railways are by and large adequate to meet the present level of passenger traffic. During 1993-94, Central Railway were provided 112 coaches and Western Railway 244. About 155 coaches to Central Railway and 145 coaches to Western Railway are being provided from new builds in 1994-95. Coaches are allotted to various zonal railways depending on the requirement for replacement, additional services, etc.

53 second Class day coaches, 8 SLRs 5 A.C. Chair Cars to Central Railway and 5 A.C. Chair Cars to Western Railway have been despatched by Productive Units during 1994-95 upto June, 1994.